

CROSSVILLE CHRONICLE.

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FAVORS GOOD ROADS ADVANCES NEW PLAN

Would Employ Pay-as-you-go Method
and Build Out from County
Seat on Six Roads.

Editor Chronicle:—For the past few weeks I have been reading something about good roads in this county. Every one, both for and against a bond issue, that have written are in favor of good roads. And who are not in favor of them?

It seems to me that unless we get good roads in this county it will never amount to much in a commercial way. Those that live on or near the graded roads in this county, are to a man especially in favor of a macadamized road, regardless of how those that live away back in the sticks think of the matter.

Well, when you come to think of it I do not wonder at those who live on the graded roads wanting a hard surface road. Why? Because those roads are almost impassable now, after you leave the graded roads and get out on the old trail you find them better at this season of the year, than are the graded roads.

Those who are most interested in a hard surfaced road want the county to vote a bond issue of two hundred fifty thousand dollars, regardless of what those who do not live near these graded roads want. I will admit right here that it would be especially to the advantage of those who live on and have to travel the graded roads and have farms adjacent to these roads, to have them hard surfaced. It would, in case they wanted to sell their farms, double or treble the value of their farms. But let us think a little. Are they not selfish? Do they even think that they compose only about one fourth of the population of this county, if that much? Suppose they were not more than one-eighth of the population, and suppose their property was not more than one-ninth of the tax aggregate, would it be right to impose a tax on the large majority of the people of this county, and the county court to vote a tax on them against their will? It is said that we are a representative people, and that we have a government of the people, by the people and for the people.

Now I want to ask Uncle Ned and Uncle Billie if they are willing to leave the voting of the bonds to the people? Would that not be in keeping with the above declaration, a government of the people, by the people and for the people? I want to say right here and right now, that I am perfectly willing to vote for the bond issue if the people want it. Then, when this question is left to the people and they vote in favor of this bond issue, that can have no one to blame for the burden of taxation that is sure to be placed on the future generation.

Some one may say when they read this that, if we leave the matter to the people we will never make any progress in any public improvement. I will say, that is so. But is that not in keeping with the form of government we have? Because I have the power and the right to impose a burden of taxation on my fellow man is it right for me to do so against his will?

I want to tell Uncle Ned that I am just as much interested in, and want good roads as much as he or any other man, but how are we to get them, bond the county for two hundred fifty thousand dollars? Well, that would in all probability get the road built, that is, in case the government and state would each put up an equal amount, that is it would, according to what was told us at the extra session of court, build the one road known as the Memphis-to-Bristol road. How many, both on the north and south of this road would it accommodate?

Well, it would be a great thing to even have this much good road in Cumberland county and I wish we were able to have it made. But let us look at the cost. If we should vote the two hundred fifty thousand dollars, twenty-year bonds, how much would it cost the people of this county to pay it? Just Five Hundred and Fifty Thousand dollars.

Now my idea is, and you may have it at what it is worth, is to lay a tax of six mills this year, collect what it will be and work that much out on each road leading from Crossville. Either get the cinder at Rockwood or have the stone crushed at Crab Orchard and at the top of the mountain known as Brown's Gap to put on top of the road. First, though, have heavy rock placed, say 12 feet wide, laid close to gether before putting the cinder or crushed rock on

top. By laying a six mill tax it would add about thirty thousand dollars to the road fund. Then we have something like six thousand dollars levied now to apply on the roads. Then we would get something like eight thousand dollars from the automobile fund. That would let us have more than forty thousand dollars each year with which to make roads. I believe we could make a hard surface road in ten years of both the graded roads in our county and have considerable left with which to make other roads in our county.

By spending forty thousand dollars each year for ten years, it would only cost us four hundred thousand dollars, as against five hundred fifty thousand dollars, at the same time we would get far more miles in good roads and have it paid for when we did the work. I do not believe any one who oppose the bond issue would oppose this way of making good roads. By voting the bonds as requested by the state we would have no say in the spending of the money or the construction of the road. We would only have to do the paying and have nothing to say as to the kind of road to build. The minimum width of road the state and government would build would be 18 feet. We could make out with 12 feet in width rather than have no road at all.

This is what I think of the matter of building good roads and if any one differs with me it is your privilege to do so. You as an American have a right to your way of thinking and so do I. It is like the man who said to his neighbor, "If ever ybody had of been like me they would have all wanted to marry my wife." His neighbor said, "If they had all been like me no one would have married her." Just so.

O. B. RECTOR,
Member of the county court.

(The Editor of the Chronicle does not believe that Esq. O. B. Rector has carefully considered what his road-building scheme would lead to, so, let's examine it for a moment.)

To surface Main Street of Crossville with the slag from Rockwood—there was no heavy stone base work done such as Esq. Rector mentions—cost the city over \$2.00 and there is not a half mile of it.

Now, for the sake of making it easy to understand, allow me to assume that it will cost only \$4,000 a mile for each of the first miles built on each of the six roads leading from the county seat. (Every one knows it would cost more than that if the solid base mentioned by Esq. Rector should be adopted and with out it the road would be worth very little.) That would mean \$24,000 of the \$40,000 of the first year. That would leave \$16,000 to apply on the next mile, which any persons knows would cost much more than \$4,000 a mile. Each year as you would advance the cost would increase very rapidly, to say nothing of the wear on the road already built. In ten years there is every probability there would not be as much as 25 mile of good roads built, under the plan proposed by Esq. Rector of making the solid stone base of which to build the surface of the road, and the cost would be \$400,000. By the other plan we are assured of 40 miles for \$550,000, according to the figures given by Esq. Rector, and he is right.

How long do you suppose the people, who live several miles out from the county seat would be willing to pay taxes for building such a road? The man who lives fifteen miles out would not have the slightest chance of seeing a good road built to his farm during his life time, because in a short time the entire \$40,000 would be consumed in repairing the road that had been built for it would be practically worn out hauling over it to build a quarter or half mile of new road.

No county ever has followed the plan proposed by Esq. Rector nor do we believe that plan ever will be employed. The federal government and those who know most about road building do not advise any method except to build a larger number of miles at one time, and by bonding is the only way the money necessary for large road building can be raised; the people cannot stand the heavy tax necessary to raise the large amount. —Editor Chronicle.)

ANNUAL MEETING.

Plans are well under way for the annual meeting of the Woman's Missionary Society of the Tennessee Conference M. E. church, South, which will be held in Columbia, Tenn. April 25-28. This is an event of great interest in religious circles throughout Middle Tennessee, and is attended by approximately two hundred and fifty delegates and visitors.

OWNER COMES FOR CAR STOLEN BY FITZGIBBONS

The Woman Who Was With Fitzgibbons Proves to Be Rilla Wells, of Atlanta, Ga.

Last week S. F. Boggs and J. T. Ernest arrived from Atlanta, Ga., and identified the touring car brought here by the escaped convict, Leonard Fitzgibbons, and the woman who accompanied him.

As was noted in these columns last week Fitzgibbons was returned to the Georgia penitentiary authorities and he is now back at work in the chain gang. The woman who passed as his wife under the assumed name of Mrs. L. W. Pimento, now proves to be a woman from Atlanta known as Rilla Wells. Last week she received a letter from Fitzgibbons telling her that he was an escaped convict, that he is again back in the penitentiary and asking her to forgive him for deceiving her.

It now transpires that Fitzgibbons had represented himself as a car repair man out of a job and he had been allowed to stop at the home of S. F. Boggs, who is engaged in the sheet metal construction work in At-

SUPREME ORGANIZER HAS BEEN APPOINTED

Knights and Ladies Order of the Cross Has 26 Councils and Everything Bright.

The Chronicle is in receipt of a letter from Senator Geo. W. Poague, who is out organizing councils of the Knights and Ladies Order of the Cross, stating that he is now working on councils 26 and 27, which he expects to organize at an early date.

He announces the appointment of Dr. Milton D. Harner, of Louisville, Kentucky, as Supreme Organizer for the order. Doctor Harner has had several years experience with other orders and is well qualified for the duties of the place. His wife will travel with him and assist with the work. The doctor and wife will make their headquarters here, but will be engaged in the work at different points over the state the larger part of the time. Their work this year will be confined to Tennessee entirely.

Senator Poague has just received a letter from the state insurance department complimenting him on the fine progress made by the order last year.

INTERESTING FACTS ABOUT GRANULATED SWEETNESS

Points Taken From the American Sugar Refining Company's Annual Report.

The report of the American Sugar Refining Company for 1921 is out and contains some statements that are of general interest as follows:

The United States sugar industry is the greatest of its kind in the world and ranks in importance with steel, railroads and farm products. The company claims heavy losses because the government took control of the industry during war times, which control did not cease entirely until the end of 1921.

Little progress has been made in Europe is rebuilding the sugar production of that part of the world, which gives this nation the lead in sugar production for the world by a large margin. The world supply and demand remain about the same as during the war; the shortage in Europe being made up largely by increased production in Cuba.

The production of what is classed as the United States and Cuban fields is considered ample to supply the United States and Europe for many years.

The total business of the company for 1921 amounted to 140 million dollars, as compared with 350 million dollars in 1920. The shrinkage in business volume was due to lower prices, mainly. The company claims a loss for the year of nearly two and a quarter millions of dollars, in operation alone and a loss in other ways of nearly 12 millions. The total capitalization of the company is ninety millions of dollars.

Large Plantation.

The company own one tract of sugar land in Cuba of 470 square miles and has two plants in operation on it. On this vast plantation they have more than 100 miles of standard gauge railroad and have living quarters for their men of the highest type. During the past year they have also purchased two large islands comprising 350 square miles. These two vast properties are operated under a different name, but the entire capital stock of 15,000,000 dollars is owned by the American company. The company also owns stock in other sugar refining companies in excess of 16 millions of dollars.

The company has free hospital service at their several plants and besides has sick and injury benefits and carries insurance on all its employees, who have been with them as long as three months. They have a pension list of 388, some of whom draw as much as \$5,000 a year. The smallest pension received is \$200 a year. Employees purchased over 12,000 shares during 1921. The par value of stock is \$100 a share. The total number of stockholders is 27,526 and hold an average of 33 shares. There are one or more stockholders in the company living in every state in the union and in most of the countries of the world.

The total estimated production of cane and beet sugar for the world in 1921 is about 16 and a half millions long tons of 2,240 pounds. At the present price of sugar it is shown to be only a little over one-half as costly as milk, eggs, butter, bread and potatoes. Indications are favorable for a continued low price for sugar.

on his property near the residence of Trustee T. F. Brown fronting on the Memphis-to-Bristol Highway. Because of lateness of the season little was done last year. However, things are now in shape so work of fencing and otherwise preparing the grounds will commence within a short time. Some grading will be necessary, but that will not entail any great cost. The grounds will be enclosed with a substantial fence, a grand stand erected in the grounds put in good shape generally for the season. The lumber and posts will be put on the grounds as soon as the roads are improved sufficiently to permit of hauling the posts and other material. When enclosed the grounds will comprise about four acres and the location is splendid both in convenience to town and general smoothness.

Considerable expense will be incurred in preparing the grounds and the people of Crossville will be asked to assist. The first step to be taken for raising money will be a box supper held in the Mecca theater Friday night. Our people should turn out and generously support the movement to the end that Crossville may get in line for good ball the coming season.

Will Vanhoy was in Rockwood for a few days last week visiting his sister. He returned home Saturday.

ON HAND
At Reasonable Prices:
FIELD SEEDS OF ALL KINDS
W. T. HALE.

lanta. Fitzgibbons had been hanging around the shop of Boggs for about two weeks when he took a notion to leave. He stole the car belonging to Boggs, also some tools from Boggs' shop and left. By some means he secured the license number from an Indiana car and put it on the Boggs car. In the course of his travels he seemed to steal practically everything that came to his hand. In the Boggs car he had about \$25 or \$30 worth of tools that Boggs could not identify and they are being held by city authorities for costs of the case against Fitzgibbons.

Boggs replevined the car and such of the tools as he could identify. He was accompanied by one of his workmen, J. T. Ernest. They left for their home in Atlanta in the car yesterday.

The woman, Rilla Wells, is still in jail here but as it now seems she had little or nothing to do with the thefts and was to some extent a victim of Fitzgibbons, rather than an accomplice, there may be some way arranged for releasing her within a short time.

M. E. GROUP MEETING HERE FRIDAY AND SAT.

Conference Touching the Centenary
110 Million Dollar Campaign
of Church.

A meeting of representatives will be held here Friday, Saturday and Sunday, which will comprise the quarterly conference of the M. E. church and work touching the great 110 million dollar Centenary campaign for funds to advance and strengthen the work of the church in its many branches.

Rev. Dr. B. M. Martin and Rev. Dr. Burnett, both of Chattanooga, Rev. Dr. Dunlap, of Chicago, District Superintendent, M. P. Murphy, Harriman and others will be present. The meeting hours for Friday will be 2:30 and 7:00 p. m. There will be preaching Saturday night and Sunday morning.

There will be pictures presented showing what has been done with a part of the \$40,000,000 already subscribed, and also showing something of the work planned for larger and greater service through the Centenary fund.

Able sermons will be delivered and much interesting information will be given to those interested in advancing the numerous branches of Christian work now under way and planned for the future.

REV. L. F. SMITH DIED LAST SATURDAY MORNING

Unsuccessful Operation in Nashville
Hospital Cause of His Passing
Away.

Rev. L. F. Smith, aged 66 years, died at the home of his sister, Mrs. J. W. Crayne, Saturday at two a. m. after a lingering illness of several weeks. The remains were taken to his home at Pleasant Hill and were interred Sunday afternoon. The Odd Fellows had charge of the remains until they reached the cemetery at which time the Masonic fraternity of which he was a member, took charge and carried out their impressive burial service.

The funeral services were held in the Academy building directed by Rev. E. W. Stone, of Nashville, assisted by Revs. W. M. Selby, R. E. Newton and J. M. Crayne and a few appropriate remarks by Prof. W. H. Trainum, principal of Pleasant Hill Academy.

The deceased leaves a wife, three daughters and three sons, all of whom were present at the funeral, except one daughter. The deceased had been a Baptist minister for nearly forty years and during that long service he had greatly endeared himself to a wide circle of friends and acquaintances. He was held in high esteem by the people of Pleasant Hill and there was a large outpouring of the people of that section to the funeral as a mark of respect and esteem. Several beautiful floral pieces were presented by admiring friends for the funeral.

The deceased was first taken sick in January 1921, went to St. Thomas hospital, Nashville, for an operation for bladder affliction August 19. He was operated upon Sept 1 and two months later underwent a second operation; shortly after he came to the home of his sister, Mrs. J. W. Crayne, where he remained until he passed away Saturday, March 11, 1922.

BALL PARK ASSURED TO BE FENCED SOON

Work to Begin as Soon as the Lumber Can Be Gotten on the Ground.

It will be remembered that last year an agreement was made with G. E. Harrison for arranging a ball park